

THE METROPOLITAN LINE.

A History of the Organization and Growth of Washington's Second Street Railway.

The Discouragements and Difficulties Which Beset Its Earlier Years.

What Conservative and Judicious Management Have Done for the Road and Its Stockholders.

Legal History of Its Controversy with the Capital and North O Street Line.

The phenomenal success which had attended the inception and completion of the Washington and Georgetown street railway enterprise by outside capitalists, convinced even the most skeptical Washingtonians that a similar project upon some other route could be made a paying investment. Regretting as they did that the first street railway corporation had been organized so largely by outside talent and means, some of our most enterprising citizens began to cast about for a route, which at once provided for immediate requirements and prospective growth as the metropolis advanced in size and importance.

But the new projectors found themselves environed by difficulties which had not existed in the first instance. The Washington and Georgetown railway had met an immediate public emergency which assured its success from the beginning. Its rails were laid in the heart of a thickly settled section and united with iron links, the heavy machinery of the metropolis and the navy yard. The citizens of the former antiquated birch, while ignorant that the tail of Washington's horse had been flattered in their faces from its pedestal in the circle, were very willing to come to the aid of the new enterprise of conveyance which was offered by street cars. Seventh street, also, from the laying of the first rail, was a paying route, and Fourteenth street was sure to be.

But from the capital the treasury department, via F. Street, afforded no sure promise of remuneration, for some time to come, at least. The war had not yet ended. The brilliant genius of southern leaders had not spent itself, and the permanence of the national capital was a problem yet to be solved. Could the capitalist of 1861 have known whether the termination of the civil war, even if successful, would dwarf the city by the begonia from it of its new citizens of the camp, or expand it with a fresh element of growth having high hopes and purposes, he could have acted with some degree of intelligence. But to all his questioning the sphinx of destiny opened her marble lips. It required downright pluck to build up the Metropolitan street railway, and its projectors should be held in highest esteem.

The charter awarded the applicants for a second street railway franchise will be found at length in revised statutes, chapter 180, July 1, 1864, with amendments revised statutes, chapter 25, Jan. 30, 1865, and revised statutes, chapter 99, March 3, 1865.

The main features are the same in both the Metropolitan and Washington and Georgetown railroad companies, though the former being in size of share capital, the former having the privilege of \$1,000,000, the latter \$500,000, and the former having a personal liability clause incorporated among its provisions.

The Metropolitan Street Railroad company was organized with the following board of directors: S. P. Brown, M. C. Emery, John H. Semmes, William B. Todd, A. R. Shepherd, Lewis Clephane, and J. W. Thompson. S. P. Brown was elected president, Lewis Clephane, acting secretary, and M. C. Emery, treasurer.

Almost from its commencement the enterprise met with embarrassments which rendered a second and two horses necessary. The road passed through a comparatively sparsely settled region and derived its main patronage during sessions of congress from members of the two houses and visiting strangers.

When one considers that an additional horse and a conductor for each of the present cars of the Metropolitan line would mean an extra annual expense of from \$75,000 to \$100,000, it is no wonder that the original stockholders, and in many instances, sold their securities for less than actual cost.

It was at this crisis that John W. Thompson, the present chief executive of the road, came to the front. Next summer's heat came clear, indomitable, and a thorough comprehension of business details, even down to the cost of a horseshoe nail, he took in the situation at a glance. He banished the two horse cars and substituted the single ones, which were at that time a great improvement. At every point he entered upon a policy of retrenchment, the good effects of which were seen at a later day. Mr. Thompson associated with him, as secretary and general manager, in the active management of the road, Capt. W. W. Moore, and these two, in conjunction with their associate directors, succeeded in placing the Metropolitan upon a basis of prosperity which was not regarded by its stockholders as until all the various branches of the road had been completed and thoroughly equipped.

But this was all accomplished with such admirable precision and absence of bluster that a local capitalist, never dreaming of the value of the property, was glad to dispose of a large block of his stock at figures which seemed at that period extravagant. The original share capital of the Metropolitan road was \$150,000, actually paid in, and an issue of \$50,000 in 8 percent bonds. The latter were redeemed in part by a sinking fund and partly by conversion into stock, until all were retired.

In 1872-73 the road was extended, which rendered an increase of capital necessary. Upon the thirtieth of June, 1873, the total number of shares issued amounted to 13,954, with a par value of \$69,770, upon which \$30 per share had been paid, or an actual amount of \$418,420. By section 19 of the charter, however, each stockholder is liable for the debt of the corporation to the full amount of stock held by him. In 1881 this capital was still further increased by an issue of scrip dividend (one share in each fifty), which was convertible into stock, so that the total issue up to date is about 14,200 shares.

For the first fourteen years ending July 1, 1878, the gross receipts of the road were \$1,234,341.59, or an annual average of about \$84,565.

For the same period the operating expenses and various disbursements were \$1,082,145.39, or an annual average of about \$75,867; leaving net earnings for the first fourteen years of \$202,196.20. Out of this there was paid in dividends \$180,285; interest on bonds, \$28,796.97; redemption of bonds, \$46,559; leaving a surplus of \$46,559.

During the first three fiscal years ending June 30, 1887, no dividends were paid. After that they were as follows:

For year ending June 30, 1886.....	\$12,126
For year ending June 30, 1887.....	12,669
For year ending June 30, 1888.....	12,669
For year ending June 30, 1889.....	12,669
For year ending June 30, 1890.....	12,669
For year ending June 30, 1891.....	12,669
For year ending June 30, 1892.....	12,669
For year ending June 30, 1893.....	12,669
For year ending June 30, 1894.....	12,669
For year ending June 30, 1895.....	12,669
For year ending June 30, 1896.....	12,669
For year ending June 30, 1897.....	12,669
For year ending June 30, 1898.....	12,669
For year ending June 30, 1899.....	12,669
For year ending June 30, 1900.....	12,669
For year ending June 30, 1901.....	12,669
For year ending June 30, 1902.....	12,669
For year ending June 30, 1903.....	12,669
For year ending June 30, 1904.....	12,669
For year ending June 30, 1905.....	12,669
For year ending June 30, 1906.....	12,669
For year ending June 30, 1907.....	12,669
For year ending June 30, 1908.....	12,669
For year ending June 30, 1909.....	12,669
For year ending June 30, 1910.....	12,669
For year ending June 30, 1911.....	12,669
For year ending June 30, 1912.....	12,669
For year ending June 30, 1913.....	12,669
For year ending June 30, 1914.....	12,669
For year ending June 30, 1915.....	12,669
For year ending June 30, 1916.....	12,669
For year ending June 30, 1917.....	12,669
For year ending June 30, 1918.....	12,669
For year ending June 30, 1919.....	12,669
For year ending June 30, 1920.....	12,669
For year ending June 30, 1921.....	12,669
For year ending June 30, 1922.....	12,669
For year ending June 30, 1923.....	12,669
For year ending June 30, 1924.....	12,669
For year ending June 30, 1925.....	12,669
For year ending June 30, 1926.....	12,669
For year ending June 30, 1927.....	12,669
For year ending June 30, 1928.....	12,669
For year ending June 30, 1929.....	12,669
For year ending June 30, 1930.....	12,669
For year ending June 30, 1931.....	12,669
For year ending June 30, 1932.....	12,669
For year ending June 30, 1933.....	12,669
For year ending June 30, 1934.....	12,669
For year ending June 30, 1935.....	12,669
For year ending June 30, 1936.....	12,669
For year ending June 30, 1937.....	12,669
For year ending June 30, 1938.....	12,669
For year ending June 30, 1939.....	12,669
For year ending June 30, 1940.....	12,669
For year ending June 30, 1941.....	12,669
For year ending June 30, 1942.....	12,669
For year ending June 30, 1943.....	12,669
For year ending June 30, 1944.....	12,669
For year ending June 30, 1945.....	12,669
For year ending June 30, 1946.....	12,669
For year ending June 30, 1947.....	12,669
For year ending June 30, 1948.....	12,669
For year ending June 30, 1949.....	12,669
For year ending June 30, 1950.....	12,669
For year ending June 30, 1951.....	12,669
For year ending June 30, 1952.....	12,669
For year ending June 30, 1953.....	12,669
For year ending June 30, 1954.....	12,669
For year ending June 30, 1955.....	12,669
For year ending June 30, 1956.....	12,669
For year ending June 30, 1957.....	12,669
For year ending June 30, 1958.....	12,669
For year ending June 30, 1959.....	12,669
For year ending June 30, 1960.....	12,669
For year ending June 30, 1961.....	12,669
For year ending June 30, 1962.....	12,669
For year ending June 30, 1963.....	12,669
For year ending June 30, 1964.....	12,669
For year ending June 30, 1965.....	12,669
For year ending June 30, 1966.....	12,669
For year ending June 30, 1967.....	12,669
For year ending June 30, 1968.....	12,669
For year ending June 30, 1969.....	12,669
For year ending June 30, 1970.....	12,669
For year ending June 30, 1971.....	12,669
For year ending June 30, 1972.....	12,669
For year ending June 30, 1973.....	12,669
For year ending June 30, 1974.....	12,669
For year ending June 30, 1975.....	12,669
For year ending June 30, 1976.....	12,669
For year ending June 30, 1977.....	12,669
For year ending June 30, 1978.....	12,669
For year ending June 30, 1979.....	12,669
For year ending June 30, 1980.....	12,669
For year ending June 30, 1981.....	12,669
For year ending June 30, 1982.....	12,669
For year ending June 30, 1983.....	12,669
For year ending June 30, 1984.....	12,669
For year ending June 30, 1985.....	12,669
For year ending June 30, 1986.....	12,669
For year ending June 30, 1987.....	12,669
For year ending June 30, 1988.....	12,669
For year ending June 30, 1989.....	12,669
For year ending June 30, 1990.....	12,669
For year ending June 30, 1991.....	12,669
For year ending June 30, 1992.....	12,669
For year ending June 30, 1993.....	12,669
For year ending June 30, 1994.....	12,669
For year ending June 30, 1995.....	12,669
For year ending June 30, 1996.....	12,669
For year ending June 30, 1997.....	12,669
For year ending June 30, 1998.....	12,669
For year ending June 30, 1999.....	12,669
For year ending June 30, 2000.....	12,669
For year ending June 30, 2001.....	12,669
For year ending June 30, 2002.....	12,669
For year ending June 30, 2003.....	12,669
For year ending June 30, 2004.....	12,669
For year ending June 30, 2005.....	12,669
For year ending June 30, 2006.....	12,669
For year ending June 30, 2007.....	12,669
For year ending June 30, 2008.....	12,669
For year ending June 30, 2009.....	12,669
For year ending June 30, 2010.....	12,669
For year ending June 30, 2011.....	12,669
For year ending June 30, 2012.....	12,669
For year ending June 30, 2013.....	12,669
For year ending June 30, 2014.....	12,669
For year ending June 30, 2015.....	12,669
For year ending June 30, 2016.....	12,669
For year ending June 30, 2017.....	12,669
For year ending June 30, 2018.....	12,669
For year ending June 30, 2019.....	12,669
For year ending June 30, 2020.....	12,669
For year ending June 30, 2021.....	12,669
For year ending June 30, 2022.....	12,669
For year ending June 30, 2023.....	12,669
For year ending June 30, 2024.....	12,669
For year ending June 30, 2025.....	12,669
For year ending June 30, 2026.....	12,669
For year ending June 30, 2027.....	12,669
For year ending June 30, 2028.....	12,669
For year ending June 30, 2029.....	12,669
For year ending June 30, 2030.....	12,669
For year ending June 30, 2031.....	12,669
For year ending June 30, 2032.....	12,669
For year ending June 30, 2033.....	12,669
For year ending June 30, 2034.....	12,669
For year ending June 30, 2035.....	12,669
For year ending June 30, 2036.....	12,669
For year ending June 30, 2037.....	12,669
For year ending June 30, 2038.....	12,669
For year ending June 30, 2039.....	12,669
For year ending June 30, 2040.....	12,669
For year ending June 30, 2041.....	12,669
For year ending June 30, 2042.....	12,669
For year ending June 30, 2043.....	12,669
For year ending June 30, 2044.....	12,669
For year ending June 30, 2045.....	12,669
For year ending June 30, 2046.....	12,669
For year ending June 30, 2047.....	12,669
For year ending June 30, 2048.....	12,669
For year ending June 30, 2049.....	12,669
For year ending June 30, 2050.....	12,669
For year ending June 30, 2051.....	12,669
For year ending June 30, 2052.....	12,669
For year ending June 30, 2053.....	12,669
For year ending June 30, 2054.....	12,669
For year ending June 30, 2055.....	12,669
For year ending June 30, 2056.....	12,669
For year ending June 30, 2057.....	12,669
For year ending June 30, 2058.....	12,669
For year ending June 30, 2059.....	12,669
For year ending June 30, 2060.....	12,669
For year ending June 30, 2061.....	12,669
For year ending June 30, 2062.....	12,669
For year ending June 30, 2063.....	12,669
For year ending June 30, 2064.....	12,669
For year ending June 30, 2065.....	12,669
For year ending June 30, 2066.....	12,669
For year ending June 30, 2067.....	12,669
For year ending June 30, 2068.....	12,669
For year ending June 30, 2069.....	12,669
For year ending June 30, 2070.....	12,669
For year ending June 30, 2071.....	12,669
For year ending June 30, 2072.....	12,669
For year ending June 30, 2073.....	12,669
For year ending June 30, 2074.....	12,669
For year ending June 30, 2075.....	12,669
For year ending June 30, 2076.....	12,669
For year ending June 30, 2077.....	12,669
For year ending June 30, 2078.....	12,669
For year ending June 30, 2079.....	12,669
For year ending June 30, 2080.....	12,669
For year ending June 30, 2081.....	12,669
For year ending June 30, 2082.....	12,669
For year ending June 30, 2083.....	12,669
For year ending June 30, 2084.....	12,669
For year ending June 30, 2085.....	12,669
For year ending June 30, 2086.....	12,669
For year ending June 30, 2087.....	12,669
For year ending June 30, 2088.....	12,669
For year ending June 30, 2089.....	12,669
For year ending June 30, 2090.....	12,669
For year ending June 30, 2091.....	12,669
For year ending June 30, 2092.....	12,669
For year ending June 30, 2093.....	12,669
For year ending June 30, 2094.....	12,669
For year ending June 30, 2095.....	12,669
For year ending June 30, 2096.....	12,669
For year ending June 30, 2097.....	12,669
For year ending June 30, 2098.....	12,669
For year ending June 30, 2099.....	12,669
For year ending June 30, 2100.....	12,669

per annum. In the year 1881 dividends began to be paid quarterly, since which time they have been at the rate of \$3.50 per annum on each share of stock.

In its various plans and extensions the Metropolitan road has had numerous experiences. The Ninth street extension was not made without some friction, and there was considerable delay in reaching the East Capital terminus. A rival company of Georgetown people also obtained a charter from the old municipal authorities, and projected a road from their town to this city over a portion of the route contemplated by the Metropolitan. After considerable trouble a compromise was effected and the Metropolitan extended to Georgetown over the P street bridge. Subsequently a road called the Silver Springs road was organized, other interests to extend from Seventh and Boundary streets to the region lying beyond soldiers' home. By purchase the Metropolitan acquired control of this, and it is now under that management.

In the spring of 1883 the Capitol, North O street, and South Washington Railroad company, having obtained from congress the right to make certain extensions of their line, became involved in a controversy with the Metropolitan upon a disputed point in connection with the use of track belonging to the latter company. The legal history of this affair is about as follows:

Equity docket 23.

Ex parte, "The Capitol, North O street, and South Washington Railroad company."

To fix terms on which the Capitol, North O street, and South Washington Railroad company may use "Metropolitan" railway tracks.

Attorneys, S. L. Thomas and J. G. Hine, N. Wilson, May 5, 1883. Petition for injunction and order to do.

May 12, 1883. Answer of respondent and appearance by N. Wilson, attorney.

May 17, 1883. Report of auditor upon use of tracks of Metropolitan railway on Ninth street, between E and Louisiana avenue, filed with exhibits and maps.

May 24, 1883. Exceptions by petitioner.

May 24, 1883. Hearing in general term in first instance ordered.

June 5, 1883. Decree in general term, fixing conditions.

June 12, 1883. Decree vacating decree of June 5, and imposing new conditions.

Decree June 11, 1883.

Permission to use tracks of "Metropolitan" tracks by petitioner upon the following conditions:

1. The payment by the "Capitol, North O street and South Washington Railroad company" of \$180 yearly rent in quarterly installments of \$45, to be paid on the first day of each month.

2. Payment by petitioner of half the cost of repairs, to be ascertained by a sworn statement from the Metropolitan railway company.

3. Petitioner to keep track unobstructed, and to maintain switches at intervals of not more than 100 feet.

4. Taxes on portion of road in joint use to be equally shared by plaintiff and respondent.

And this explains the presence of "Bell" cars upon "Metropolitan" territory.

THE COMMISSIONERS.

Current Transactions at the Various District Offices.

The request of Mrs. Emma A. Lewis, of No. 1236 Sixth street northwest, for articles for furnishing the mission school under her charge has been referred to the property clerk.

Messrs. Thomas Kirby and William Whelan, suttees, in a note to the commissioners, request that B. J. Coyle, contractor on Boundary street sewer, be paid the amount of the partial measurement made about middle of September; also that a full measurement of all the work done upon said section (4) be at once made.

Mr. William Linkins will not donate for public use land in block 4, Meridian hill, and has so informed the commissioners.

The number of dog tags issued up to yesterday was 2,500.

The commissioners have notified Mr. L. S. Emery, secretary of the Associated Charities, that they want a detailed account of expenditures of the \$200 allotment by the district.

The annual report of St. Ann's infant asylum shows that 12 children were received during the year, 25 of whom were intrusted to outside nurses, which is recommended to reduce the mortality. The expenses were \$5,000.

The commissioners have replied to J. B. T. Tupper, of the S. P. C. A., that his complaint about prisoners being deprived of meals has been denied by employees of the police court.

Building permits were issued yesterday to Nicholas Caputo to make repairs at 1227 1/2 street northwest, to cost \$1,000; to R. R. Thornton, to make repairs on Eighth street southeast, to cost \$700; to R. R. Thornton, to build one dwelling on Third street, between Q and R streets northwest, to cost \$800; to George Adams, to build one dwelling on Ninth street, between D and E streets southeast, to cost \$1,500.

The work on the new reservoir will be commenced at once. Messrs. Glendon and Maloney, the contractors, bonded and qualified yesterday.

The applications for liquor licenses approved yesterday were those of Samuel N. Adams, Mary Haganan, John Beck, John Connor, William E. Dubant, Frederick Hugh, John Hartnett, James Kolbe, George Lambart, Matilda Ross & Co., James Xander, John Brown, George Holmes, and M. G. McCormick.

FALL RIVER, MASS.—Mr. B. F. Riddell, druggist, of this city, says that the conqueror of pain, St. Jacobs Oil, is the best remedy he ever handled.

De Molay Commodity Inspection.

De Molay Commodity Inspection, No. 4, held their annual inspection and review yesterday afternoon at Athletic park. There were between forty and fifty air knights, under the immediate command of Eminent Commander J. H. Jackson, assisted by Past Commanders Robert Hall, A. J. Kelly, W. H. Jones, E. F. Leason, J. F. Pearson, and George T. Corson. The other officers present were Thomas Summerville, generalissimo; George A. Sheehan, captain general; R. T. Hinton, senior warden; T. F. Hammond, junior warden; G. R. Strohbecker, acting treasurer; C. R. Stephens, recorder; C. M. Loeffler, standard bearer; T. M. Steep, assistant standard bearer; W. J. Lowens, sword bearer, and H. C. Bowers, warder.

Nothing Like It.

No medicine has ever been known so effective in the cure of those diseases arising from an impure condition of the blood as Scovill's Sarsaparilla or Blood and Liver Syrup for the cure of Scrofula, White Swellings, Rheumatism, Pimples, Blisters, Eruptions, Venereal Sores and diseases, Consumption, Glands, Boils, Cancers, and all kindred diseases. It purifies the system, brings color to the cheeks, and restores the sufferer to a normal condition of health and vigor.

It is asserted that the ordinary cosmetics used by ladies are productive of great mischief. We believe this is so, and that a better means of securing a beautiful complexion is to use some good blood medicine like Scovill's Blood and Liver Syrup, which cleanses the blood and gives permanent beauty to the skin.

At a meeting of the executive committee of the Driving Club, held last evening it was decided to give a two-day trotting meeting on Wednesday and Thursday of next week. There will be two races on each of the days of the programme on the first day, and \$150 for horses that never beat \$250, and \$200 for the 2:35 class. On Thursday there will be \$250 for the 2:25 horses and \$200 for the 2:30 class. It is expected that all the fast horses from all the districts will enter, as this will be the last meeting of the season in this vicinity. Entries close on Monday evening next, and should be addressed to Mr. H. D. McIntyre, the secretary, box 496.

ANGOSTURA BITTERS, the world renowned appetizer and invigorator, imparts a delicious flavor to all drinks and cures dyspepsia, diarrhoea, fever and ague. Try it, but beware of cheap imitations. Ask your grocer or your druggist for it. The percentage of dividends upon amount paid in was about 41 per cent.

THE COURTS.

Interesting Cross-Examination of Mr. Kilbourn by Judge Jere Wilson—His Testimony Who Composed the Real Estate Pool—Other Legal Matters.

MR. KILBOURN'S CROSS-EXAMINATION.

Mr. Jere Wilson commenced his cross-examination of Mr. Kilbourn in the Kilbourn-Thompson case yesterday. The questions were as to the circumstances attending his imprisonment and the expense attending his trial. Mr. Kilbourn said he knew nothing of the items of the bill, and that a dinner costing \$34.55 was an entertaining distinguished guests of the nation. The itemized accounts of caterer Forster's bill was then read. Mr. Voorhees objected to this, saying, "It seems to be a pleasure for Mr. Corkhill to read about good things to eat. Mr. Corkhill thought it proper that the jury should know the quality of the fare which Mr. Kilbourn had lived on." While Mr. Corkhill was speaking, Mr. Voorhees went on to "get a half dozen raw." After a short recess, Mr. Wilson resumed his cross-examination. Mr. Kilbourn said that several times during his imprisonment he was taken to the jail to be examined by the jury. He was taken to the jail to be examined by the jury. He was taken to the jail to be examined by the jury.

The real estate transactions of the firm of Kilbourn & Latta were related by Mr. Kilbourn. The firm, he said, acted as brokers of real estate, and had received for the sale of a sum of \$50,000 to invest in real estate.

"Who composed this association?" asked Mr. Wilson.

"Jay Cooke & Co. put in \$25,000," said Mr. Kilbourn. "John MacArthur put in \$5,000. Gen. W. W. Belknap put in \$5,000. Charles A. Eldridge put in \$5,000, and Gen. P. M. Young, of Georgia, put in \$5,000."

"Is that all?" said Mr. Wilson, "and was all this fuss made about that?"

"The newspapers and others," said Mr. Kilbourn, "made a sensation of it. The firm of Kilbourn & Latta was a little too progressive for them—a little too active in getting the city out of the mud."

The witness subsequently recalled the name of Eli S. Parker, who made the fifth man who put in \$5,000 into the job.

GENERAL NOTES.

Mary D. Gouverneur, as executrix of the last will of the late Samuel L. Gouverneur, yesterday moved for a special trial by jury, and asked the court to set aside the verdict of the jury in the case of the late Samuel L. Gouverneur, praying an order